



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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Transportation Update

September 2003

New Chair and Vice Chair Elected

On September 25th, BART Director Pete Snyder was elected chair and Oakland Council member Larry Reid was elected vice chair. The Board also thanked outgoing chair Mayor Thomas Pico of Pleasanton for his two years of service.

Public Opinion Poll Results Reviewed by CMA

At its September meeting, the CMA Board heard the results of a public opinion poll conducted for the CMA by Evans McDonough. Overall concern about traffic, transportation and growth appear to be on the wane among Alameda County residents, but concern about future congestion remains high. Residents also exhibit seemingly contradictory opinions regarding the County's transportation priorities, with strong majorities wanting local transportation officials to prioritize expanding the current transportation system to serve new areas but believing that we don't need new revenue to accomplish this. Residents also appear to be open to investing in new and different kinds of solutions to the County's transportation problems, such as in-fill development around BART stations and SMART carpool lanes over the Sunol grade. The results of this poll are being used to inform the update of the CMA's long-range transportation plan.

CMA Considers Candidate Projects for Long Range Transportation Plan Update

The CMA has begun the update of its 25-year Countywide Transportation Plan. When complete, the Plan will be Alameda

County's formal proposal for the Metropolitan Transportation Commission's regional transportation plan update. By October 17th, a list of candidate projects for the 2005 Regional Transportation Plan, *Transportation 2030*, must be submitted to MTC. This "wish list" will not be financially constrained. A financially constrained list of projects is due to MTC from each of the nine Bay Area CMA's by May 2004.

In September, the CMA held a workshop to discuss candidate projects for the initial project wish list. The workshop began with a brief review of key elements of the CMA's recently completed public opinion poll. In response to MTC's deadline, the CMA Board reviewed and discussed an initial list of candidate projects developed by its technical advisory committee. This preliminary draft list with some changes was approved, with the CMA's Plans & Programs Committee authorized to make any final changes at its October meeting prior to the October 17th deadline.

CMA Provides Support to Car Sharing Organization

At its September meeting, the CMA approved funding for City Carshare to expand its marketing and outreach efforts in Alameda County. By providing vehicles that can be shared, City Carshare seeks to make it easier for individuals to get by without owning a car, thus increasing the likelihood that transit will become a person's primary transportation mode.

Development of the 2004 State Transportation Improvement Program Begins

In September, the CMA Board approved the strategy for the development of the

Alameda County program of projects for the 2004 State Transportation Improvement Program (STIP) and for programming local transportation funds available to the CMA. This strategy provides for an integrated program using both funding sources. Due to the State's financial crisis, little if any new funding is expected in the 2004 STIP. Furthermore, projects included in the 2002 STIP are expected to experience delays due to limited funding in the next few years. Priority for funding in the 2004 STIP and with CMA funds will therefore be given to projects included in the 2002 STIP.

Coliseum Intercity Rail Station Moves to Construction

On September 24th, a groundbreaking event was held for the Coliseum intercity rail station and associated development. The intercity rail station will be accessible from the pedestrian bridge connecting BART to the Coliseum complex.

Legislation

SB 916 (Perata) This measure would ask Bay Area voters if bridge tolls should be increased by \$1 in order to fund transportation projects and services. The expenditure plan includes several key Alameda County projects. The measure is expected to appear on the March 2004 ballot if approved by the Governor.

AB 427 (Longville) This bill would delete the 20-year limit on the duration of a local transportation sales tax and would instead provide that the tax shall remain in effect for the period of time specified in the tax ordinance that is adopted by the authority and approved by the voters. This bill has been signed by the Governor.

Deadlines to Note

2004 Countywide Transportation Plan (CWTP) & 2005 Regional Transportation Plan (RTP)

<i>Candidate Projects</i>	<i>October 17, 2003</i>
<i>Draft CWTP</i>	<i>April 2004</i>
<i>Final CWTP</i>	<i>May 2004</i>
<i>Draft RTP</i>	<i>December 2004</i>
<i>Final RTP</i>	<i>January 2005</i>

Transportation Fund for Clean Air (TFCA): Program Manager Funds – Discretionary Transit

Approximately \$880,000 is available.

Draft Funding Program *November 20, 2003*

Final Funding Program *December 18, 2003*

2004 State Transportation Improvement Program (STIP)

Project Information due to CMA *Oct 3, 2003*

Draft CMA Funding Program *Nov 20, 2003*

Final CMA Program to MTC *Dec 19, 2003*

MTC Program to CTC *March 22, 2004*

CTC Adopts 2004 STIP *July 21, 2004*

Upcoming Meetings

October 7 CMA Technical Advisory Committee

13 CMA Administration & Legislation Committee

13 CMA Plans & Programs Committee

13 Ad Hoc Countywide Transportation Plan Committee

23 CMA Board Meeting

29/30 CTC (Redding)

November 4 CMA Technical Advisory Committee

10 CMA Administration & Legislation Committee

10 CMA Plans & Programs Committee

10 Ad Hoc Countywide Transportation Plan Committee

13 San Pablo Policy Advisory Committee

20 CMA Board Meeting

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